

PATENT COOPERATION TREATY

PCT

INTERNATIONAL PRELIMINARY REPORT ON PATENTABILITY
(Chapter II of the Patent Cooperation Treaty)

(PCT Article 36 and Rule 70)

Applicant's or agent's file reference 030169PC		FOR FURTHER ACTION See Form PCT/IPEA/416	
International application No. PCT/SE2004/001351	International filing date (day/month/year) 21-09-2004	Priority date (day/month/year) 24-09-2003	
International Patent Classification (IPC) or national classification and IPC See Supplemental Box			
Applicant FMT International Trade AB et al			
<p>1. This report is the international preliminary examination report, established by this International Preliminary Examining Authority under Article 35 and transmitted to the applicant according to Article 36.</p> <p>2. This REPORT consists of a total of <u>4</u> sheets, including this cover sheet.</p> <p>3. This report is also accompanied by ANNEXES, comprising:</p> <p>a. <input checked="" type="checkbox"/> (sent to the applicant and to the International Bureau) a total of <u>2</u> sheets, as follows:</p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> sheets of the description, claims and/or drawings which have been amended and are the basis of this report and/or sheets containing rectifications authorized by this Authority (see Rule 70.16 and Section 607 of the Administrative Instructions).</p> <p style="margin-left: 40px;"><input type="checkbox"/> sheets which supersede earlier sheets, but which this Authority considers contain an amendment that goes beyond the disclosure in the international application as filed, as indicated in item 4 of Box No. I and the Supplemental Box.</p> <p>b. <input type="checkbox"/> (sent to the International Bureau only) a total of (indicate type and number of electronic carrier(s)) _____, containing a sequence listing and/or tables related thereto, in electronic form only, as indicated in the Supplemental Box Relating to Sequence Listing (see Section 802 of the Administrative Instructions).</p>			
<p>4. This report contains indications relating to the following items:</p> <p><input checked="" type="checkbox"/> Box No. I Basis of the report</p> <p><input type="checkbox"/> Box No. II Priority</p> <p><input type="checkbox"/> Box No. III Non-establishment of opinion with regard to novelty, inventive step and industrial applicability</p> <p><input type="checkbox"/> Box No. IV Lack of unity of invention</p> <p><input checked="" type="checkbox"/> Box No. V Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement</p> <p><input type="checkbox"/> Box No. VI Certain documents cited</p> <p><input type="checkbox"/> Box No. VII Certain defects in the international application</p> <p><input type="checkbox"/> Box No. VIII Certain observations on the international application</p>			
Date of submission of the demand 03-10-2005		Date of completion of this report 22-12-2005	
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INTERNATIONAL PRELIMINARY REPORT ON PATENTABILITY

International application No.

PCT/SE2004/001351

Supplemental Box

In case the space in any of the preceding boxes is not sufficient,
Continuation of: Cover sheet

INTERNATIONAL PATENT CLASSIFICATION (IPC) :

B64F 1/305 (2006.01)

INTERNATIONAL PRELIMINARY REPORT ON PATENTABILITY

International application No.

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Box No. I Basis of the report

1. With regard to the language, this report is based on:

- ☒ the international application in the language in which it was filed
- ☐ a translation of the international application into _____
which is the language of a translation furnished for the purposes of:
- ☐ international search (Rules 12.3(a) and 23.1(b))
- ☐ publication of the international application (Rule 12.4(a))
- ☐ international preliminary examination (Rules 55.2(a) and/or 55.3(a))

2. With regard to the elements of the international application, this report is based on *(replacement sheets which have been furnished to the receiving Office in response to an invitation under Article 14 are referred to in this report as "originally filed" and are not annexed to this report)*:

- ☐ the international application as originally filed/furnished
- ☒ the description:
- pages 1 - 9 as originally filed/furnished
- pages* _____ received by this Authority on _____
- pages* _____ received by this Authority on _____
- ☒ the claims:
- pages _____ as originally filed/furnished
- pages* _____ as amended (together with any statement) under Article 19
- pages* 1, 2 received by this Authority on 2005-11-28
- pages* _____ received by this Authority on _____
- ☒ the drawings:
- pages 1 - 7 as originally filed/furnished
- pages* _____ received by this Authority on _____
- pages* _____ received by this Authority on _____
- ☐ a sequence listing and/or any related table(s) – see Supplemental Box Relating to Sequence Listing.

3. ☐ The amendments have resulted in the cancellation of:

- ☐ the description, pages _____
- ☐ the claims, Nos. _____
- ☐ the drawings, sheets/figs _____
- ☐ the sequence listing (*specify*): _____
- ☐ any table(s) related to the sequence listing (*specify*): _____

4. ☐ This report has been established as if (some of) the amendments annexed to this report and listed below had not been made, since they have been considered to go beyond the disclosure as filed, as indicated in the Supplemental Box (Rule 70.2(c)).

- ☐ the description, pages _____
- ☐ the claims, Nos. _____
- ☐ the drawings, sheets/figs _____
- ☐ the sequence listing (*specify*): _____
- ☐ any table(s) related to the sequence listing (*specify*): _____

* If item 4 applies, some or all of those sheets may be marked "superseded."

Claims

1. An arrangement for connecting the outer end (10) of a passenger bridge (4) to a door located on an aircraft body, wherein the door (A3-A5;A8,A9) is located on one side of the aircraft and sternwards of an aircraft wing (6), wherein the inner part (7) of the passenger bridge is connected to a terminal building (8) via a rotunda (9), wherein the outer part (10) of the passenger bridge (4) carries a cabin (5) intended for connection to the aircraft at an aircraft door, said passenger bridge (4) being made mobile with the aid of a drive means (8) which rests against an airport hardstanding (11) via wheels (13, 14), and wherein the passenger bridge (4) includes telescopic parts (12-15), where the drive means (12) is situated at the outer end of the inner part (7) of the passenger bridge (4), characterised in that the rotunda (9) is supported by a ground-mounted vertical pillar (25) which includes a lifting device, such as an hydraulic piston-cylinder device, adapted to change the length of the pillar and therewith displace the rotunda (9) in a vertical direction, in that the inner part (7) of the passenger bridge is hinged to the rotunda (9) so that said inner part (7) can be swung in a vertical plane; in that the arrangement includes lifting means at the drive means (12) and at the rotunda for varying the vertical position of the inner part (7) of the passenger bridge in that the outer part (10) of the bridge can be swung in a vertical plane relative to the inner part (7) of said bridge; in that subsequent to an aircraft being parked for connection to the passenger bridge (4), the drive means (12) functions to drive the passenger bridge (4) from a parking position to a docking position, where the height of the inner part (7) of the passenger bridge is adjusted and where the drive means (12) is positioned close to the leading

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edge of the aircraft wing (6) while the inner part (7) of said bridge is telescoped; in that the outer part (10) of the bridge is adapted to be then swung downwards under the influence of a force generating device (23) and is telescoped by
5 drive means to an end position in which the cabin (5) can be docked to the aircraft body.

2. An arrangement according to claim 1, characterised in that the inner part (7) of the passenger bridge (4) and the
10 outer part (10) of said bridge are adapted to take a vertical position in which the passenger bridge (4) can pass freely over the upper side of the wing (6) prior to the bridge (4) being moved in over an aircraft wing (6) and after the bridge (4) has been passed in over the wing.

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3. An arrangement according to claim 1 or 2, characterised in that the outer part (10) of the passenger bridge is hinged to the inner part (7) of the bridge; and in that the arrangement includes force generating means (23) which enables the
20 vertical position of the outer part (10) of the bridge to be varied and which acts between the outer part of the inner bridge part (7) and the inner part of the outer bridge part (10).